BIG SHIP LOST

OFF CORK HARBOUR.

CREW SAFE.

OFFICERS INTERVIEWED.

THRILLING STORY OF THE SEA.

EXCITING RESCUES.

Queenstown, Saturday Morning.

The Beach at Queenstown, which has been the scene of many tales of the sea, was the landing place of 13 men of the ship Falls of Garry, of Glasgow. It was 6.30 when they reached the shore, and as they did so they presented a remarkable appearance.

SATURATED WITH SEA WATER,

and shivering in the scant attire in which they escaped from the stranded ship. The story of this latest shipwreck on our Irish coastline is a remarkable one, and, getting it firsthand from those survivors who have landed here, it bears telling in detail. The Falls of Garry, which is one of the famous fleet of Glasgow clipper ships, left Port Pirie, Australia, on October 26th last, bound to Queenstown for orders. She had on board 28 hands all told, including 5 apprentices, and was laden with wheat. Head winds and fog baffled every attempt to reach our port for the past fortnight, for the ship has been practically within sight of our coast for over 14 days. On last evening a dense fog settled on the water, which, accompanied by fitful south westerly winds, made the prospects of the ship insecure from every point of view. Last night the

OLD HEAD OF KINSALE LIGHT

was observed, and the fog signal, as the coast could be heard distinctly. At 8 p.m. she was under foresails, and, as the wet state, how to for a pilot.

Later on in the night, or a few minutes before one o'clock this morning, the sounding of footsteps on deck and shouting of the watch on duty woke some of the watch below, and in a few minutes after all hands were called on deck. The dread cry was for the moment misunderstood, as the vessel had not been made clear to the watch below, but as they reached the deck in their night attire they soon realised that their ship was nearing the land, but no land could be seen. The breakers on the iron rock-bound coast of the Sovereigns soon conveyed to all hands that

THEIR SHIP WAS DOOMED.

Men weak with grim determination when confronted with such danger, and all hands set to work and backed the yards, but owing to the blinding fog, with rain and sea breaking over the ship, no trace of the land could be seen, and though all realised that the rocks were in the immediate vicinity, their actual whereabouts could not be discerned.

Prompt arrangements were made to let go the anchors, but it was useless. Sail was shortened, and forefoot taken in, and still there was doubt, but it was soon after set all rent as the fine ship, all life at the moment, bumped heavily forward and threw men off their feet as she did so.

There was now no longer doubt, for the Falls of Garry was ashore and firmly held forward.

TO THE LIFEBOATS

was the next cry, and forthwith the starboard lifeboat was got out and launched. The crew threw what belongings they could into it, but in lashing it go into the angry sea it got partly filled, and all that had been put on board fell overboard. Thirteen hands then manned the boat, and she was taken in charge by the second officer, Mr. Scott. As they got on board they had to cut the falls with an axe, which they fortunately brought with them. They then pulled off from the ship to save she boat from being sanished to pieces alongside the vessel, and they waited on their crew, bound to see, for the port lifeboat to follow with the captain. Meanwhile rockets from the ship and from the boat were sent up in quick succession, but no response came—no help from any side. Those in the port lifeboat begged Captain Roberts to leave the ship, but, with heroic resolve he declined. He declared he would see all hands clear before he would leave, and, time to his word, he held a flight for his crew as they fled from the vessel. There was danger of the masts coming down badly, but no fear entered the captain's mind.

Though the men shouted to him again and again to leave he refused, and declared finally that

HE WOULD STICK BY THE SHIP

as long as there was hope. Meanwhile, the fine vessel quivered under her lower topsails, and was clearly held only in part forward, but her head commenced to go about. She then commenced making water, as the thirteen men in the starboard lifeboat stood by their companions (how many is not known) as the port lifeboat were discerned in the inky darkness, and shouted that they had lost the tiller of their boat's rudder, but those on the other boat could not help them with one, and the two boats parted.

Those in the starboard boat headed for the open sea, hoping that their companions would follow, and as they reached the open and got clear of the reef on shore they made sail. To their delight

THEY SAW PAUNTS ROCK LIGHT

each this morning, and they subsequently got in with Mr. E. Fitzgerald's cutter, on which they came to the harbour. They landed in their boat at the steamer on the town quay, where they were seen by your representative, and made piteous appeals to have help sent in search of the port lifeboat and the men in others on board missing in the other boat. Some of the latter were

CHOKED WITH EMOTION

as they related the story of their captain's indomitable courage in caring for the safety of all, evidently regardless of himself. They were soon after arrival provided with dry clothing, and eagerly await news of their companions in the disaster.

The second mate, Mr. Scott, has gone to sea again with the Queenstown lifeboat to the assistance of those left on board of the ship, and the latest message to the Admiralty at Queenstown is that there are several hands still on board the Falls of Garry. So that hopes are entertained of rescuing all.

Mr. J. J. Brennan, of the Clyde Shipping Company, with Mr. J. Kelleher, of Messrs. Scott and Company, were early on the scene, and two tugs of the Clyde Shipping Company have been sent to the ship to render whatever help is possible.

THE WEATHER IS SLIGHTLY MODERATING,

but still thick, and there is just a chance of the vessel being patched and raised.

Queenstown, Later.

There is no news so far of the missing 12, but there is no reason to fear for them.

The men landed here are—Mr. Scott, second mate; Harris, apprentice; Vick, do.; Anderson, carpenter; Olsen, seaman; Mensah, do.; Schroeder, do.; Victor, sailmaker; Sullivan, cook; Bailey, A.B.; Clarke, A.B.; M'Cambridge, A.B.; Vickey, A.B.

Queenstown, Saturday.

I had several interviews with those of the crew who landed here, and from the nature of same it is quite clear that from the time the ship struck she was doomed, but, nevertheless her captain determined to stand by her until all hope was at an end. There was some difficulty in ascertaining the exact position of the wreck until the return of the tugs to Queenstown to-day, and I now learn the location of the ship is immediately outside the westward point of the entrance to Courtmacsherry, where she now lies against the mainland, with the rocky headland towering over her. She is heading W.S.W., with three boats topmasts lying, which is all the canvas visible. Her deck is awash, and only parts of her poop and forecastle head visible. The twelve remaining members of the crew were apparently rescued by the life-saving apparatus, which is fast in the mizzen rigging. The sea is breaking clean over her, and, one tug is returning to Queenstown with the captain and others taken off the ship.

(Later).

Messrs. James Scott and Co., agents to the owners of the Falls of Garry, received telegraphic information at 12 noon to-day stating that the Glasgow ship Falls of Garry, which went ashore near Oyster Haven this morning in a fog, is now apparently under water, and the remaining members of the crew apparently all saved, and are now en route to Queenstown, partly in the lifeboat of the Falls of Garry and partly in the tug which went to the ship's assistance. It is expected that the captain and his followmen will arrive here at any moment. The ship may ultimately be saived in some form, but her valuable cargo of Australian wheat is practically ruined, being reported to be under water. Ship and cargo before going ashore were probably worth £350,000.

ANOTHER ACCOUNT.

THRILLING INTERVIEWS.

REMARKABLE ESCAPES.

(From our Correspondent).

Queenstown, Saturday.

To the lull in the storm last night may be attributed in a great measure the remarkable escape of the captain and crew of 28 hands of the beautiful ship Falls of Garry, of Glasgow which is soon destined to become a wreck on the rocks of the South West Irish coast.

As far back as the 26th October last, the Falls of Garry left Port Pirie, Australia, bound to Queenstown for orders, and over a fortnight ago she got close to the Irish coast, but the successive gales and head winds prevented the ship making port, and Capt. Roberts, who commanded her, gave the hand a wide berth until yesterday when he got close to the Old Head where, the ship was hove to waiting for a pilot. Why she did not get a pilot is not to be charged against the pilots, as they were on their stations. Both pilot boats, viz, the Star of the Sea and Maid of Erin hovered in the vicinity of where the Falls of Garry hove to, and actually put pilots on board other vessels and after the Falls of Garry met the fate which befel her. The forecast was furled at 10 o'clock, and the starboard watch went below to rest after an anxious day in which fog, rain, and wind were prominent, and just before one o'clock the man on the look-out horrified all hands on deck by the dread cry of 'land on the starboard bow.' The close proximity of the danger soon brought all hands on deck, and desperate efforts were made to wear the ship and haul her out of her position of peril, but it was in vain, and in a few minutes after one o'clock and while the ship was under lower topsails, she was ashore on the rocks with an almost perpendicular rocky headland over her. "Clear away the lifeboats," was the order of Capt. Roberts, and they were cleared instantly. the starboard lifeboat first and which was filled with such belongings as the crew could grasp in their confusion, but as the boat was being lowered a sea struck her, and all the effects were washed out of her. Thirteen hands, being the starboard watch, joined her, and they were obliged to hook the falls with an axe to part the lifeboat from the ship, as the seas, breaking about, threatened to smash the boat and render the condition of the thirteen men more onerous than if they remained aboard their fast-sinking ship. Having got clear they remained in the vicinity for the Port lifeboat with the captain and 11 hands to join them, but the second lifeboat, twice capsized from the ship when she had only six men on board, and were left on board the Falls of Garry to be saved as best they could. The starboard's lifeboat's crew appealed to the captain to leave the ship, but he declined until all hands were clear, and when he had intended to join the Port lifeboat she broke adrift, having him and his five companions prisoners on the doomed ship with the sea then raging in clean breach over her. The boat with the thirteen occupants, in charge of Second Officer Scott, steered for the open sea, and reached Queenstown after a desperate struggle at six o'clock this morning, where your correspondent met them and learned their story. They presented a pitiable appearance, cramped and shivering with only rags of underclothing on those who were rescue from their shelter with the cry of 'breakers close by.' They expressed much anxiety as to the fate of the other 12, and it was not until after noon that the fate of the unsung boat and other hands was known, for then the six others who had got into the Port lifeboat and were driven away from the ship landed here. They, it appears, had a dreadful experience, with four men only at the oars, in keeping clear of the land. They were ultimately picked up by the Cork Harbour pilot boat Star of the Sea, and landed at Oyster Haven almost lifeless from exposure and fatigue. They subsequently landed here from a steam tug, and the captain, mate, and four others on the sinking ship were rescued by the Rocket Apparatus, and pulled up the steep headland after much difficulty. The ship, which was badly holed in her fore part, rapidly filled, and on the remaining hands were cut of her she was awash and destined to become a total wreck, only portion of her poop and forecastle being visible. Assistance was sent by the Clyde Shipping Co., Queenstown, to her, but she was beyond help, and will break to pieces in her position, and thus a prosperity in ship and valuable cargo of wheat worth £350,000 before she struck, is added to the list of marine disasters of late. The captain of the ship displayed great gallantry in his trying experience, and won the appreciation of all on board by his pluck and refusal to leave until he saw the lifeboats clear. The crew to a man as well as the apprentices also acted with commendable courage in face of the element. The Queenstown lifeboat with Mr. J. F. O'Farrell on the tender Ireland was promptly taken to the scene of the disaster, but before reaching there they were intercepted by the news of the saving of all hands. There are representatives of nine nationalities embraced in the 28 who formed the ship's company. The captain, and his five companions are due to reach Queenstown by rail to-night from Kinsale.

Mr. Fraser has gone to the wreck, but in the present weather no salvage work could be attempted. In the course of a series of interviews with those who landed here, some thrilling stories were told.

THE SECOND MATE'S STORY.

Mr. Wilfred Scott, second officer, who took charge of the starboard lifeboat with twelve men, said—"I was in the middle watch below when I was wakened by yelling: 'Land on the starboard bow'; all hands on deck.' We who were below soon got on deck, and as I reached the deck the first thing I saw was land, high over us a big cliff which we appeared to be right in under. The ship was then hard and fast filling quickly. We tried to get our anchors out but there was no use, and in response to orders, got the starboard lifeboat out. The ship was under topsails. Having got the starboard lifeboat away, we got the ship's head watch into her and waited orders. We signed the captain to leave as the ship was sinking. For three hours we hung on until our boat was nearly down on the breakers, and we put to sea to save ourselves. Meanwhile, the other boat which had broke adrift with only six hands came close to us, and drifted to leeward, and we had a job to keep clear of her. We landed at Queenstown after a struggle of many hours, and were glad to hear after that the Port lifeboat with her crew of six were taken on board a pilot boat, and that the captain and those who remained on board the ship had been saved by the Rocket Apparatus. Our captain behaved splendidly, as did all, the apprentices, who were really young chaps."

THE THIRD MATE'S STORY.

Mr. David V. Watson, third mate, who took charge of the port lifeboat, said:—"Our ship was hove to 11 o'clock, waiting for a pilot. I was in the mate's watch on deck. The ship was under topsails, all hands having taken in the forecast at 10 o'clock. Suddenly at about one o'clock the look-out man sang out 'land ahead' and then about a quarter of a mile off.' After trying to wear the ship in which we failed, we tried backing the yards. Seeing that was fruitless the whistle came clear, 'Away the lifeboats,' whereupon all hands got on deck, the starboard lifeboat first, and after that the second mate and twelve of the crew got into her, and after they left we got the port lifeboat ready, and when lowering it into the water one of the falls fouled a man's leg and the boat sliding up and down, but a sea at that moment enabled us to unhook the falls. We then had only six men in the boat. After nearly getting smashed up alongside by the heavy seas we managed to get clear, and the Captain sang out for us to come back for the others, which we tried to do, but couldn't owing to the force of the wind and heavy seas. After pulling for six hours, we managed to cover only a quarter of a mile, there being only four men on the oars in a big boat. Daylight came on, and we put out a sea anchor, stepped our mast, and set out sail and tacked to get back to the ship, when we met the Cork pilot cutter Star of the Sea, and the pilots observed us not to try getting alongside the Falls of Garry, as the seas were breaking over her, and that the rockets' apparatus alone could save those on board the ship. We were landed at Oyster Haven, where we were treated well by the people on shore, particularly 45 Coastguards. We were landed at the Coastguard Station, and with scarcely any clothing, in our bare feet, as we had no time to get anything. Some of the men were still on board, and were unable to get circulation restored for some time. Our captain proved himself a whole man, and we couldn't get him to leave the ship. There was no panic. This is my second shipwreck. I have been wrecked on my previous voyage on the St. Marys, off the West Coast of South America, where we lost our ship, and reached Tal Tal after nine hours in an open boat.

SAILOR'S STORY.

P. M'Cambridge, A.B., on board.—It was very thick last night. We could see nothing for a long time, but did see the Old Head light. We knew the ship was then took waiting for a pilot. We thought the light was further in, suddenly we were called from deck to get up, as the ship was making for the land, and as we got on deck we could hear the breakers. We had hardly turned when the starboard hand showing rockets, and appealed to the captain to leave the ship, but he refused, and told us to away, that he would be the last man to leave the ship, and that he'd be see the port lifeboat out after us, and that he would not see any one went ashore. When our boat got clear into the water, we pulled clear of the ship, and waited for the port boat. We saw her after some time, and she was in charge of the third mate, Mr. Watson. They told us they lost their tiller. We could not get alongside the ship again, and having got into the open sea, we set sail and saw Daunt's Rock at daylight, and sailed into Queenstown after a trying time. I don't know where we went ashore.

APPRENTICE'S STORY.

Mr. J.-W. Vick, of Freemantle, said—We sighted the Coast light about 8 o'clock, and called the watch to take in the foresail. About 9 o'clock we were called on deck, and on reaching there could hear the breakers, and at about 1.15 the ship struck. The orders to get the anchors clear were given, but we found it was no good, and the Captain told us to clear away the lifeboats. I got into the starboard boat, and it took us all our time to keep our boat's head to the sea and clear of the boat in trying to keep close to the ship. We could see the ship's steam light until about three o'clock. We took up several rockets, but got no reply.

THE CARPENTER.

C. Anderson, carpenter, said—there was a fast ebbing in the ship as we were leaving her, and she was going down by the head. We appealed to the Captain and others to leave, but the Captain said he would stick to the last, and that he would see the port lifeboat clear, before he would go. The Captain is a brave man.

In an interview, John McKenzie, an A.B., and a native of Stornaway, Island of Lewis, said he was on watch when the awkward event took place. He was standing on the forecastle head when he heard the look-out man say this: 'Here was land' on the starboard bow. The weather was very thick and hazy, and they would not see more than 200 yards away, or was about 1 a.m. when the vessel struck. When the man on the lookout said there was land close to the bow, three A.B.'s, and two apprentices got out into the port lifeboat, which they did. In lowering the lifeboat, the fall caught a log, and she fell into the sea with a bang, the sea came right over the gunnel. They were swept right back, and just cleared the ship's stern. They then remained for six hours pulling close to the ships so as to take off the crew of the ship if it became necessary. Whilst they were pulling about a pilot boat came up, and called down the boat to come alongside, but they do not go board the pilot boat, as it was dangerous for them to remain so close to the ship. They, therefore, went on board the pilot boat, where they were called aft to the cabin, and were then landed ashore at Oysterhaven, where the Coastguard looked after their creature comforts. Soon afterwards a tug came from Queenstown and towed them to Queenstown, where they were taken to the Sailor Home, and well treated by them at the Home. All on board behaved with great calmness when the vessel struck, the only remaining great man for the boats when getting them away. Mr. Watson, the third mate, in charge of the port lifeboat, displayed great skill and pluck in the way he managed the boat. They were all exhausted when they landed. Oysterhaven must have had very little clothes on as they had not time to take anything with them. Mr. McKenzie said—I was employed before the mast on board a vessel called the "Anaia," between Fiumel Island and St. Kilda. This was in the month of March. We were in the first cabin, and were made on board the Falls of Garry they found that within ten minutes of her striking she had over 2ft. 6in. of water in her hold.

Ballynaclusha is a portion of the coast between Kinsale and Oyster Haven, being very near the latter place. It is a little over four miles by road from Kinsale to Ballymachus. Straight in front of Ballymachus, and about half a sea mile out, Oyster Haven rocks, best known as the Sovereign Islands. The left side of the first picture shows a piece of the mainland, and on a line with the main mast of the ship can be seen those rocks.

The wreck of the Falls of Garry is one of those pieces of bad luck that falls now and then to the lot of the best of sailors. She experienced a stormy voyage right through from the time she left Port Pirie, and was overdue at Queenstown by several weeks. She had a very bad time of it in the Bay of Biscay, and on her way up Channel, when she met her doom. She has had an eventful career, this being the third time that she has been wrecked. On one of the previous occasions a Spanish man-of-war was in question that she was sold for the apparently trivial sum of £60. To judge from what local people say of the place upon which she is now on it is likely to become a total wreck. She is not likely to sail again, for that spot is serrated with long like rocks, and some of these have undoubtedly gone through the bottom plates. She stands apparently on an even keel, not the least sign of listing discernible, and as the tide rises and falls, the waves, breaking over the rocks, tumbling, though, her decks are all awash, an occasional comber showering the water over her upper deck, and sending it, like its element, on the starboard side. Between the latter and the shore there boils and tumbles a mass of seething water, the reflection of the sunlight upon the rocks being most striking, and the thought is suggested to all visitors that this smart ship is now condemned to her inevitable ruin. The rocks, which form the natural embankment between the ship's rigging, shile affording cannot convey the least idea of the pounding a total wreck, for she is, hooks-up fashion, sails are most carefully furled, and even at the peak of the gaff there is not a single rope's end, nor any sign of "all adrift," and there lies the trouble. To judge from the occasional glimpses that can be had of the Falls of Garry is fairly covered there, and she is slightly listing to starboard. She was carrying a cargo of grain, and as the water has got into it, it may prove to be her ultimate destroyer, for seeing what has been known to play havoc with many good ship. The residents of the locality are most attentive as to the scene in front of their stalls, that there was a heavy blow from the south on the night of the 20th inst. No one saw her driving ashore; in fact, the first signs of her wreck was brought to the Coastguard Station at Oyster Haven by one of the crew at eight o'clock on Saturday morning, when two men were landed up and landed at Oyster Haven for the well-known pilot boat, "The Star of the Sea."

They reported her being on the rocks, and like there were five others and the captain still in the ship. These were taken off in the pilot boat, Mr. Scott, Holgate. Ten minutes after, rowing, the Coastguard Station was reached, and the rocket apparatus got over to the way to the scene, from the Coastguard Station, and the work of rescue commenced. Under the command of Lieutenant Gregory, of Kinsale, the rocket apparatus was quickly got into position, and the "Line" shot over the ship, between the mizzen and the mainmast. Another was made fast to the mizzen, and the remainder of the crew were all saved within twenty minutes of the rocket being fired on board. Then first man to come off brought with him the ship's cat, one of those pets which have been aboard on the voyage from Port Pirie. The men had spent the night in the rigging, they said, and watched the waves break, slowly climbing through; some seven feet over-topped, for when the ship struck they were in their bunks. Immediately after the rescue had been effected the vessel was deserted, the crew being conveyed on shore, where they were provided with clothing by Mr. Drew Walker, of Ballymacus, and his discovered Irish hospitality. The men had food and drink provided, and clothes not alone ready, but warmed. The generosity of Mr and Mrs Walker is the talk of every house. He also placed carts at the disposal of the men to convey them to Kinsale. This was from Port Pirie on a homeward one; not alone had they tempests to weather to encounter, but it is said that she was as long on the voyage that she run short of provisions, and for some days the crew had to do some of the cargo until they fell in with a passing ship, from which they were supplied. Of provisions. On Saturday afternoon the vessel was visited by Mr. Cummins, on behalf of Messrs. Scott and Co., agents to shipowners, and by Mr Fraser, the well-known salvage expert. The Falls of Garry is not known to many in Kinsale, for on several occasions steamers for one have been Kinsale sailors. Where she has gone now she is but a couple of cable lengths from where lie the bones of another magnificent ship, the "Catania," that was also wrecked a little more to the westward.

SHIPS IN WANT OF FOOD.

ONE SUPPLIED BY A WARSHIP.

(From Our Correspondent.)

Queenstown, Sunday.

The long passages of ships from Australia and other ports of late have led to serious shortage of the food supplies on board, and the vessel of the ship Falls of Garry, at the entrance to Oyster Haven on yesterday morning was not the only instance of the kind that came to light. It was found necessary to put into St. Helen for a supply, and every ship that has got there did not suffer, as it was found necessary about eight days ago to signal to a British naval ship for provisions. The vessel was promptly supplied with the call, was the scout Adventurer, which has sighted well east of Cork Harbour, and she supplied the Clary with all they required, biscuits and bread, which were very acceptable to those on board, who had been on very short rations.

The Port Stanley, which was employed in the privateer trade, has been found to Limerick, she was short of provisions, and the master found it necessary to employ a sailor off the coast to get a supply from Baltimore, where supplies of the kind required are not kept in abundance, but by various purchases a various sailors sufficient to satisfy the needs was found and taken to the Port Stanley, after which she resumed her essential passage to Limerick docks, where she commences discharging to-morrow.

LINER'S CARGO ON FIRE.

SERIOUS OUTBREAK.

(From Our Correspondent).

Queenstown, Sunday.

The Atlantic Transport Line steamship Mobile put into Queenstown yesterday with 30 cargo tons of fire on board, and it is still being fought.

The Mobile was on a passage from London and Antwerp to Baltimore (Maryland) with a general cargo, and on Thursday night, at the week-end, when she was shifted to hear up for Queenstown for although volumes of water were poured into the burning cargo the fire continued to smoulder, and there is no fear of burning for four days, and that portion on fire consists principally of cases of petroleum. The flames are slackening, so much so that they are feels by the vessel's officers that they have every confidence from the effects. There was great danger of the fire spreading to the other cargo, but the bulkheads are intact, and the vessel quite unfounded.

The Queenstown Messrs James Scott and Co had all the necessary assistance requisitioned on the steamer's arrival here, but as it was not considered necessary for the tug will go to the jetty at Passage West to ship with the fire, or packs of the cargo on fire. The vessel is in the charge of Messrs Fraser's salvage contractors. There is no danger of the fire spreading to the powder section, as the cargo is not of an explosive nature, but nevertheless the fire is serious, and can be understood from the fact that the parting hack there may have been very serious results to the crew and vessel. The crew, about half a dozen representatives arrived from London to-day, and will be sent on to Liverpool, as it is not safe on account of the steps to be taken in dealing with the fire. All hands on board will be glad to get the sailcloth off their vessel, as it is not at present uncomfortable for all, for in addition to the fire there is a big crew of water in the deep volume of water which was poured into the hold of the ship, and it will be necessary for some to the pluckiest of sailors, and although the combers of the free hold will not be felt in the present fine, and, as unwholesome crowd, arises from the burning cargo, there has been no sickness on board the vessel, and it is that the ship is in port. It is practically certain that the fire will be extinguished from the vessel, the cause of which is not known to those on board.

DEATH OF MR. THOMAS WALSH, QUEENSTOWN.

(From our Correspondent)

Queenstown, Sunday.

It is with feelings of deep regret I have to record the death of Mr. Thomas Walsh, who died at his residence, Queenstown, after a short illness. He was a well-known and respected resident of Queenstown. The deceased was for a very long period assistant of St. Colman's Cathedral, but during the latter portion of same was a popular teacher, to whom many successful Queenstown men owe their progress in life by reason of the many advantages afforded by the deceased to the early youth. In every walk of life Mr. Walsh was regarded as the possessor of a character of unbreakable mien. His honesty of purpose, strict rectitude, and frank, unaffected manner won for him the esteem of all who knew him, and was straight-well-feel-pound indeed it is true to say that no man could be more sincerely respected than is the case with the late Mr. Walsh, in every walk of life entertained for him deep affection, which he fully reciprocated. He was for many years connected with the Queenstown Men's Society both as Hon. Treasurer and otherwise ever since its inception previous, and during the latter months of his members rightly regarded him as a father in the best sense to their admirable institution. He died as a Christian ever ready to aid unwavering devotion. His passing away is sincerely regretted by all who knew him, and will be easily filled; and the announcement of his death, which occurred at 5 o'clock to-night, caused a feeling of sincere sorrow, as well to-night, and it is not in Queenstown alone that it is felt, as the deceased had warm personal friends in Cork, where he was a frequent visitor. The funeral takes place at 11 o'clock on Tuesday, for Clonyn.

DEATH OF AN EX-BAILIE.

INTERESTING INCIDENT RECALLED.

London, Sunday.

The death is announced at Bournemouth of ex-Bailie James Jones, a well-known antiquarian and collector, who brought himself into prominence in 1889 by causing the issue of a warrant for the arrest under the Crimes Act of Mr. Parnell, Mr. Dillon, and Mr. John Mandeville, a case which caused great sensation throughout the country and was discussed in Parliament.

MEMORIAL TO KING EDWARD.

London, Sunday.

Today, St. George's Day, Major-General Sir Edward Ward, K.C.B., the medical chief, attended on Queen Alexandra's Military Hospital at Aldershot, London, before a memorial service, consisting of a memorial tablet—so the late King Edward. The ceremony was conducted by the Bishop of Guildford, assisted by the Bishop of Winchester, the singing of one of the Queen mother's favourite hymns, and Bishop Taylor Smith after the removal of the covering of the tablet, said: "I recited a short dedicatory prayer.

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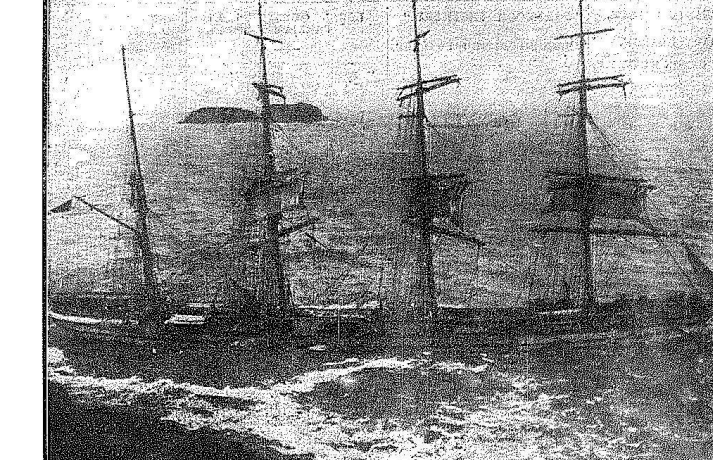
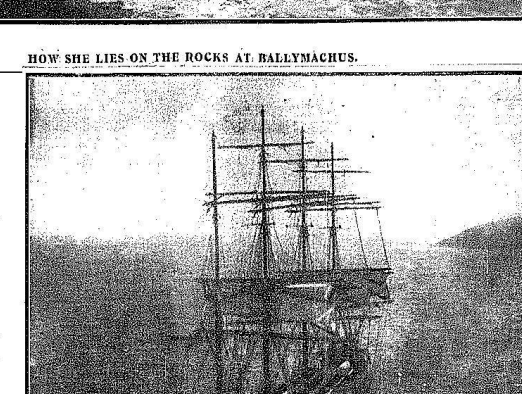
THE WRECK OF THE FALLS OF GARRY.



HOW SHE LIES ON THE ROCKS AT BALLYMACHUS.



A STERN VIEW OF THE WRECK.

THE WRECKED SAILORS AT QUEENSTOWN.